



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

NOTE CHANGE IN TIME

\*\*\*\*\*

TDA ARTICLE 3 COMMITTEE  
AGENDA  
1:15 pm

**1.0 FY 06/07 TDA Article 3 Program \* (Page I)**

**Discussion/Action**

The committee is requested to review and approve the final 2006/2007 TDA Program.

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Tuesday, April 4, 2006 1:30 p.m.  
CMA Offices – Board Room  
1333 Broadway, Suite 220  
Oakland, CA 94612  
(See map on reverse side)

Chairperson: Dennis R. Fay  
Staff Liaison: Frank R. Furger  
Secretary: Claudia Magadan

REVISED AGENDA

*Copies of individual Agenda Items are available on the CMA's Website*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

**2.0 CONSENT CALENDAR (+) Acceptance**

**1:30 p.m.**

**2.1 Minutes of March 7, 2006\* (page 1)**

**Action**

**2.2 Deputy Directors' Report\* (page 7)**

**Information**

**3.0 ACTION ITEMS**

**3.1 TFCA Program: Quarterly at Risk Report\* (page 15)**

**Discussion/Action**

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

**3.2 Coordinated Programming\*\***

**Discussion/Action**

Based on discussion at the March ACTAC meeting, CMA staff released a request for information (RFI) for a Coordinated Program that would include TFCA eligible projects and Bicycle/Pedestrian capital projects. The information received from the RFI will provide a better understanding of the projects under consideration and to

provide a recommendation for the timing of a call for projects. The RFI material is due to the CMA on March 31<sup>st</sup>. Staff will provide additional information at the meeting.

### **3.3 East Bay SMART Corridors Program: Strategy to fund Operations and Maintenance (O&M) Activities\* (page 21)** **Discussion/Action**

ACTAC is requested to take an action on the SMART Corridors Operating and Maintenance Funding Plan to sustain the system until June 30, 2007. This plan requires an additional \$240,476 in funding to sustain the system until June 30, 2007. Based on input received from the ACTAC and the Plans and Programs Committee (PPC) at the March meeting, staff is developing a recommendation on a cost sharing plan to meet this funding shortfall. A recommendation will be presented to ACTAC at the April 4<sup>th</sup> meeting.

### **3.4 East Bay SMART Corridors Program: Alameda County Incident Management Plan\* (page 25)** **Discussion/Action**

The Alameda County Fire Department (ACFD) has requested the assistance from CMA to administer and implement a grant provided by the Department of Homeland Security in the amount of \$612,000. This grant requires a local match of \$153,129. CMA Staff is working with the county on a strategy to secure the local match. The CMA has recently completed an incident management project with a similar scope for the ACFD and other local fire departments.

### **3.5 Reschedule July ACTAC Meeting** **Discussion/Action**

The ACTAC is scheduled to fall on July 4<sup>th</sup> this year. The Administration & Legislation Committee and Plans and Programs Committee have been moved back one week to July 17, 2006. ACTAC is requested to approve the revision of the ACTAC meeting schedule from July 4, 2006 to Tuesday July 11, 2006.

### **3.6 2006 State Transportation Improvement Program (STIP): Amendments for the Final Program of Projects\*\*** **Discussion/Action**

The adjustments to the STIP approved by the CMA at the February Board meeting have been submitted to MTC. CMA staff is working with MTC and CTC staff to incorporate the adjustments into the 2006 STIP. Additional amendments may be required prior to or after the adoption of the 2006 STIP. ACTAC is requested to consider approving any required STIP amendments. Additional information will be available at the meeting.

### **3.7 Transportation Fund for Clean Air (TFCA): Exchange Proposal** **Discussion/Action**

MTC staff has contacted CMA staff regarding the exchange of additional TFCA funds for CMAQ funds. The MTC and the Air District are partnering in a \$2.25 million joint MTC-BAAQMD-Port of Oakland Truck Replacement Program. CMAQ funds are not eligible to fund approximately \$2 million of this project. TFCA funds could be used for the \$2 million component of this project. The CMA's TFCA program has approximately \$1 million of programming capacity in FY 2007/08 as well as additional capacity in future program years that may meet MTC's requirements for a proposed exchange for CMAQ funds. Additional information will be available at the meeting.

## **4.0 NON-ACTION ITEMS**

### **4.1 State Transportation Improvement Program (STIP) Program: Timely Use of Funds Report\* (page 27)** **Information/Discussion**

Attached is a listing of the locally sponsored STIP projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to

provide documentation related to the status of the required activities shown on the report by April 14, 2006. This information will be the basis of the At Risk Report brought to the committees and the Board in May, 2006.

#### **4.2 Federal STP/CMAQ Program:**

##### **Timely Use of Funds Report\* (page 29)**

##### **Information/Discussion**

Attached is a listing of the locally sponsored STP/CMAQ projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by April 14, 2006. This information will be the basis of the At Risk Report brought to the committees and the Board in May, 2006.

#### **4.3 Traffic Impact Mitigation Fee Feasibility Study\* (page 31)**

##### **Discussion**

The Committee is requested to review the attached draft outline and scope for the Traffic Impact/Mitigation Fee Feasibility Study and provide input on whether any changes should be made. A draft survey of local development impact fees for the County jurisdictions is also attached for review by the Committee. MTC requested CMA to reinvestigate the Traffic Impact/Mitigation fee as part of the Transportation and Land Use Program (T Plus) work scope. The study is an update of CMA's 1996 Areawide Traffic Impact Mitigation Fee Feasibility Study.

#### **4.4 2007 TIP Development Process**

##### **Information/Discussion**

The CMA is requesting that the review and update process for the development of the 2007 TIP be completed by Monday, April 3, 2006. Staff will provide an update on the process at the meeting.

#### **4.5 Transit Oriented Development Quarterly Report\* (page 37)**

##### **Information/Discussion**

The CMA Board is requested to review the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring Report and status of TOD projects. The report provides project and funding status of eight Transit Oriented Development projects identified in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, and Warm Springs.

#### **4.6 Countywide Travel Model Update – Comments on Land Use Data review**

##### **Information/ Discussion**

As part of the Countywide Model Update, the jurisdictions are in the process of reviewing the ABAG Projections 2005 land use data consistent with the CMP Tier 2 Land Use Analysis Program. The due date for comments to the CMA was March 3, 2006. So far comments were received from Alameda, Albany, Dublin, Emeryville, Fremont, Livermore, Newark and Union City. The remaining jurisdictions have indicated that they are in the process of completing their reallocations, except for San Leandro, Piedmont and Pleasanton who have submitted letters to the CMA stating that the ABAG Projections are too high. Regarding jurisdictions that are yet to submit comments, a revised deadline is set for receiving comments: for Existing Years 2000 and 2005 – April 7, 2006 and for Future Years 2015 and 2030 – April 21, 2006. The jurisdictions are requested to submit their comments by the new deadlines. If comments are not received by the new deadlines, the CMA will proceed to the next step and assume that the jurisdictions who have not submitted comments agree with the data sent out through our memorandum dated December 22, 2005. Any further delay will adversely impact the schedule and budget of the project. Also, based on the comments received, the CMA has scheduled a meeting with ABAG, MTC and the jurisdictions on April 6<sup>th</sup> to discuss the issues on ABAG's Projections for a more acceptable P2007.

## **5.0 LEGISLATION ITEMS**

There are no reports this month.

## **6.0 OTHER BUSINESS/ADJOURNMENT**

**NEXT MEETING:** May 2, 2006 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

- (#) All items on the agenda are subject to action and/or change by ACTAC.
- (+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.
- \* Attachments enclosed.
- \*\* Materials will be available at the meeting.
- ✓ Materials are enclosed as a separate attachment to the agenda.

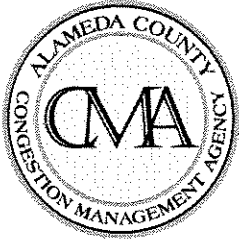
***PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.***

**Final List of Projects  
TDA Article 3 Funds  
FY 06/07**

Agency	Proposed Projects	Amount Requested	Roll over to FY 07/08	Available Funding
<b>PA1</b>				
City of Alameda	(1) Fernside Boulevard Pedestrian Improvements Project	\$219,186	\$62,403	\$281,589
Albany	(2) Realignment of the Ohlone Greenway ( Design phase)	\$30,000	\$9,338	\$39,338
Berkeley	(3) Ninth Street Bicycle Boulevard extension Project	\$121,173		\$151,173
	Bicycle/Pedestrian Safety education Program	\$30,000		
Emeryville	(4) No project submitted for FY 06/07	\$0	\$28,440	\$28,440
Oakland	(5) Bicycle lanes restriping and stenciling program, Phase II	\$580,257		\$580,257
Piedmont	Pedestrian Improvements along Grand Avenue	\$10,822		\$10,822
<b>PA1 Total</b>		<b>\$991,438</b>	<b>\$100,181</b>	<b>\$1,091,619</b>
<b>PA2</b>				
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	\$142,947		\$142,947
San Leandro	Citywide Pedestrian Improvements	\$79,724		\$79,724
<b>PA2 Total</b>		<b>\$222,671</b>		<b>\$222,671</b>
<b>PA3</b>				
Fremont	Citywide ADA Compliant Wheelchair Accessible Ramps	\$206,006		\$206,006
Newark	Citywide ADA Compliant Wheelchair Accessible Ramps	\$42,786		\$42,786
Union City	Decoto Road Connector pedestrian sidewalk and bicycle lanes	\$69,194		\$69,194
<b>PA3 Total</b>		<b>\$317,986</b>		<b>\$317,986</b>
<b>PA4</b>				
Dublin	No project submitted for FY 06/07	\$0	\$39,089	\$39,089
Livermore	No project submitted for FY 06/07	\$0	\$79,020	\$79,020
Pleasanton	(6) Citywide Pedestrian Improvements	\$40,000	\$43,197	\$83,197
<b>PA4 Total</b>		<b>\$40,000</b>	<b>\$161,306</b>	<b>\$201,306</b>
<b>COUNTY</b>				
Alameda County	Tesla Road Bicycle Lanes (Phase III)	\$100,000		\$236,337
	Pedestrian Improvements along various locations	\$126,337		
	Bicycle/Pedestrian Safety education program	\$10,000		
<b>County Total</b>		<b>\$236,337</b>		<b>\$236,337</b>
<b>Total</b>		<b>\$1,808,432</b>	<b>\$261,487</b>	<b>\$2,069,919</b>

**Notes:**

- (1) Amount for City of Alameda includes \$62,403 FY02/03, \$43,529 FY03/04, \$46,029 FY 04/05 and \$56,620 FY05/06.
- (2) Amount for City of Albany includes \$10,324 FY 04/05 and \$12,624 FY05/06.
- (3) Amount for City of Berkeley includes \$48,844 FY05/06.
- (4) Amount for City of Emeryville includes \$5,653 FY 02/03, \$4,259 FY 03/04, \$4,640 FY 04/05 and \$5,802 FY05/06.
- (5) Amount for City of Oakland includes \$176,636 FY02/03.
- (6) Amount for City of Pleasanton includes \$16,974 FY05/06.



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### Alameda Countywide Bicycle Plan Update ACTAC Workshop Meeting Meeting Agenda

**(Note Earlier 10:30 a.m. Meeting Time)**

**Tuesday, April 4, 2006**

**10:30 a.m. to 1:00 p.m. (lunch will be provided)**

Alameda County CMA  
1333 Broadway, Suite 220  
Oakland, CA 94612

<b>1. Introductions &amp; Sign-In</b>	<b>10:30 a.m.</b>
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<b>2. Review Financially Constrained Network And High Priority Projects*</b>	<b>Action</b>	<b>10:35 a.m.</b>
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Based on comments received since the last meeting, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas. ACTAC will also be asked to provide input on the draft high priority project list. The list will be distributed at the meeting and a follow-up email sent to those who are unable to attend the meeting.

<b>3. Transit Priority Zones Definition and Criteria*</b>	<b>Action</b>	<b>11:40 a.m.</b>
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ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC and ACTIA's BPAC. As stated at the last meeting, a "Transit Priority Zone Projects" category will be included in the 2005 Bicycle Plan as part of the Vision. Assuming that approximately \$10 million is available over the next 25 years to fund projects in transit high priority zones, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. The revised criteria are attached.

**4. Define Projects and Criteria For Maintenance and Rehabilitation of Existing System\***

**Action**

**12:00 p.m.**

ACTAC is requested to approve approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Assuming that approximately \$10 million is available over the next 25 years to fund maintenance and rehabilitation projects, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, it is recommended that criteria be defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. Suggested criteria are attached.

**5. Update on Routine Accommodation\***

**Information**

**12:30 p.m.**

ACTAC is requested to discuss the concept of routine accommodation and ways it is being addressed in Alameda County jurisdictions. In response to MTC's draft Report "*Routine Accommodation of Bicyclists and Pedestrians in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*", the attached comments were submitted by the ACCMA. The ACCMA's comments requested that routine accommodation be set in the context of all transportation needs, that routine accommodation be focused on facilities that have been identified in regional, countywide or local bicycle and pedestrian plans, and that the public review process be determined by the project sponsors. The Bay Area CMA Directors also submitted similar comments, which are attached. CMA staff met with members of EBBC to further discuss routine accommodation and is considering ways to include it as part of the project process without overburdening project sponsors.

**6. Next Meeting**

The next meeting is scheduled for May 2, 2006 at 11:30 a.m.

\* Indicates there is an attachment for this item.

\*\* Indicates handouts will be distributed at the meeting.



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*April 4, 2006  
Agenda Item 2.0*

**Memorandum**

**Date:** March 28, 2006  
**To:** ACTAC  
**From:** Beth Walukas, CMA Consultant  
**Subject:** Alameda Countywide Bicycle Plan Update – Revised Financially Constrained and Vision Network and High Priority Projects

**Action Requested**

Based on comments received since the last meeting, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas. ACTAC will also be asked to provide input on the draft high priority project list, which will be distributed at the meeting.

**Next Steps**

Refine high priority projects. Update Chapters 3 and 5. Produce draft maps.

**Discussion**

At their March meeting, ACTAC discussed the Vision and Financially Constrained networks for capital projects. Based on comments received to date, the consultant has been working to incorporate revisions to the Financially Constrained and Vision networks. The changes will be reviewed with ACTAC and tables and maps showing the updated networks will be presented at the meeting. The Financially Constrained network is basically the same as that currently shown on the web at <http://www.accma.ca.gov/pages/taskforce.shtml>, but a few more projects may be added in Planning Areas 1, 2, and 4 to match the revenue estimate of \$62 million and include on-going priority projects on the Financially Constrained network as requested by those areas.



ACTAC will also be asked to provide input on a draft high priority project list. Based on discussion at the March meeting, each jurisdiction was requested to review the Financially Constrained capital network and identify its top three highest priority projects. It is proposed that the list of high priority projects in the 2005 Countywide Bicycle Plan would consist of the one highest priority project from each jurisdiction plus ABAG and the East Bay Regional Park District as long as they had the support of the local jurisdiction(s). This list may take more than four years to implement, but it would meet the goal of focusing efforts on funding an identified portion of the Financially Constrained network. Substitute projects are permitted if all of a jurisdiction's projects on the Financially Constrained network exist or are funded. The substitute project from the Vision network would be accepted as long as a reasonably equal exchange in revenues is proposed for the substitution.

A second list is also being developed to provide a process for amending the high priority list as projects get completed on the Financially Constrained network. This second list shows the next highest priority projects, so that when the highest priority project is implemented, the next project can move up the list. The jurisdictions must demonstrate that they have completed or programmed projects on the Financially Constrained list before they can move another high priority project from the Vision to the list. Comments have been received from most jurisdictions, but clarifications are being sought in order to develop the draft list. The list will be distributed at the meeting and a follow-up email sent to those who are unable to attend the meeting.



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*April 4, 2006  
Agenda Item 3.0*

**Memorandum**

**Date:** March 28, 2006  
**To:** ACTAC  
**From:** Beth Walukas, CMA Consultant  
**Subject:** Alameda Countywide Bicycle Plan Update – Transit Priority Zone Definition and Criteria

**Action Requested**

ACTAC is requested to approve the revised priority transit zone criteria. The revisions are based on input from ACTAC and ACTIA's BPAC. As stated at the last meeting, a "Transit Priority Zone Projects" category will be included in the 2005 Bicycle Plan as part of the Vision. Assuming that approximately \$10 million is available over the next 25 years to fund projects in transit high priority zones, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

**Next Steps**

Include definition and criteria in updated Bicycle Plan.

**Discussion**

*Definition of Transit Priority Zones*

The objective is to improve connections between bicyclists and transit in Alameda County. This would be accomplished by improving connections to transit stations and improving connections to buses on trunkline service routes at major transfer points<sup>1</sup>. The Countywide bicycle network should try to have at least one direct connection to every major transit and hub with a focus on hubs, stations and terminals with that have multiple types of transit or demonstrate high demand

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<sup>1</sup> AC Transit has identified the following as trunkline transfer points: BART stations, Solano/San Pablo Avenue, University/San Pablo Avenue, 40<sup>th</sup>/San Pablo Avenue, MacArthur/Broadway, Webster/Santa Clara, Park/Santa Clara, Fruitvale/MacArthur, 73<sup>rd</sup>/MacArthur, 73<sup>rd</sup>/International, Chabot College, Union Landing Transit Center, Ardenwood Park and Ride, Lido Faire Shopping Center, Ohlone College. LAVTA and UC Transit will be contacted to determine the location of their trunkline transfer points.

for bicycle use. Ideally, the bicycle connection should provide direct access from all four quadrants to the periphery of the transit hub, station, or terminal. Implementation of improvements on transit district property would be the responsibility of the transit district and improvements on jurisdictional roadways would be the responsibility of the jurisdictions. Types of projects that would be considered for promoting bicycle access to transit hubs, stations, and terminals and intermodal connections between bikes and other transit connections are:

- Development of on-street bikeways to provide continuous entry to the transit hub, station or terminal.
- Upgrades to streets with existing bikeways to improve bicycle access (i.e., upgrades to rail crossings and street pavement conditions)
- Bicycle parking and storage
- New or retimed traffic signals
- Station pathfinder or wayfinding signs
- Stair channels
- Racks on buses and at bus stops
- Traffic safety and personal security projects

### **Estimated Available Revenues**

Financially Constrained Revenues: \$10 million over the next 25 years

High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan is being revised to state that some future revenues should be available through the Bike Plan for improving connections between bicycles and transit. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process. It appears, however, that this category is most likely to have projects that serve both bicycle and pedestrian needs, so every opportunity should be taken to combine projects and leverage funding if applicable.

### **Prioritization Criteria**

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects. The following criteria include ACTAC's suggestions from their March 7<sup>th</sup> meeting.

#### *General*

1. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
2. Project meets the definition of a Priority Transit Zone as defined in the Alameda Countywide Bicycle Plan (e.g., improves connections to transit)
3. Project results in a usable segment or defined facility (e.g., bike lockers, bike parking, bike racks, signing, stair channels, etc...)

*For Bikeway projects:*

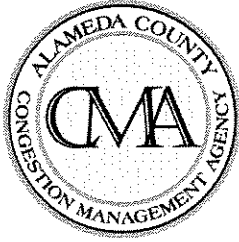
4. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.
5. Project provides at least one safe, convenient route to a transit station/hub. Highest priority would be for connecting from a countywide corridor. Next highest priority would be from route on a local network.
6. Project provides continuous entry to the transit station/hub or improves access (e.g., upgrades to rail crossings for which the jurisdiction has control of and street pavement)
7. Project serves a transit station/hub with the highest existing or potential demand for bicyclists.

*For Infrastructure projects:*

8. Project provides adequate facilities (e.g., racks, signal retiming, traffic signals, signing, stair channels, etc.).
9. Project serves a transit station/hub with the highest existing or potential demand for bicyclists

*For Bicycle Parking/Storage projects:*

10. Project provides adequate facilities (e.g., parking, storage, racks) to meet demand plus 10 percent.
11. Project serves a transit station/hub with the highest existing or potential demand for bicyclists.
12. If project is not on a transit district property, it has the support of the local jurisdiction in which it is located.



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*April 4, 2006  
Agenda Item 4.0*

**Memorandum**

**Date:** March 28, 2006  
**To:** ACTAC  
**From:** Beth Walukas, CMA Consultant  
**Subject:** Alameda Countywide Bicycle Plan Update – Maintenance and Rehabilitation of Existing System Definition and Criteria

**Action Requested**

ACTAC is requested to approve an approach for defining Vision, Financially Constrained, and High Priority projects for Maintenance and Rehabilitation of Existing System. Assuming that approximately \$10 million is available over the next 25 years to fund maintenance and rehabilitation projects, then there is about \$1.5 million available for high priority projects over the next 4 years, when the next update of the Alameda Countywide Bicycle Plan is scheduled to occur. Because the amount of funding is small and it is likely that the category will be oversubscribed, it is recommended that criteria be defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

**Next Steps**

Include definition and criteria in updated Bicycle Plan.

**Discussion**

*Definition of Maintenance and Rehabilitation of the Existing Bicycle System*

The objective is to provide additional means of maintaining existing bicycle facilities on the Countywide Bicycle Plan network by identifying funds for this purpose. When possible, existing bicycle facilities on the Countywide Bicycle network should be rehabilitated concurrently with a roadway rehabilitation project on the same roadway. In instances where there are not enough funds to rehabilitate the existing bicycle facility at the same time, these funds would be available to supplement roadway rehabilitation funds for projects that meet the criteria. Maintenance and rehabilitation would be the responsibility of the jurisdictions.

**Estimated Available Revenues**

Financially Constrained Revenues: \$10 million over the next 25 years

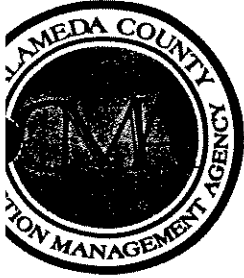
High Priority Project Revenues: \$1.5 million over the next 4 years

The available revenue estimate is not intended to be a cap, but a guideline. The Plan will be revised to state that some future revenues should be available through the Bike Plan for maintaining and rehabilitating Vision network bicycle facilities. The countywide amount and total need has not been identified and will not be addressed as part of this update. It will be defined further in future updates. Between now and the next update, the types of projects completed under this category will be monitored and used as input into the next update process.

### **Prioritization Criteria**

Because the amount of revenue identified is small and it is likely that the category will be oversubscribed, criteria are defined that would allow eligible projects to be funded in the category rather than establishing a list of high priority projects.

1. Project is an existing bicycle facility on the Vision network of the Alameda Countywide Bicycle Network.
2. Project must be ready (e.g., has community and other agency support, fully funded, not dependent on another project, environmentally cleared. Project readiness is more precisely defined by funding source.)
3. Project results in improving a usable segment (e.g., extends pavement to from road to edge, removes a roadway barrier to bicycle travel)
4. Project extends the service life of an existing segment and is not a routine maintenance project
5. Project serves a roadway with the highest existing or potential demand for bicyclists.



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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**AC Transit**

Director

Dolores Jaquez

**Alameda County**

Supervisors

Nate Wiley

Scott Haggerty

Vice Chairperson

**City of Alameda**

Mayor

Beverly Johnson

**City of Albany**

Mayor

Allan Maris

**BART**

Director

Thomas Blalock

**City of Berkeley**

Councilmember

Kris Worthington

**City of Dublin**

Mayor

Janet Lockhart

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Robert Wasserman

**City of Hayward**

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Roberta Cooper

**City of Livermore**

Mayor

Marshall Kamena

**City of Newark**

Councilmember

Luis Freitas

**City of Oakland**

Councilmember

Larry Reid

Chairperson

**City of Piedmont**

Councilmember

Jeff Wieler

**City of Pleasanton**

Mayor

Jennifer Hosterman

**City of San Leandro**

Mayor

Shelia Young

**City of Union City**

Mayor

Mark Green

**Executive Director**

February 27, 2006

Mr. Doug Johnson  
MTC  
101 Eighth Street  
Oakland, CA 94607

Subject: Comments on the Draft *Routine Accommodation of Bicyclists and Pedestrians in the Bay Area Report*, dated February 2006

Dear Mr. Johnson:

Thank you for the opportunity to review and comment on MTC's Draft Report "*Routine Accommodation of Bicyclists and Pedestrians in the Bay Area: Results from Interviews with Transportation Professionals and Recommendations to Encourage Routine Accommodation*". We appreciate MTC doing this study and providing an opportunity for input.

The draft report summarizes the results of interviews with 35 of 120 possible project managers of transportation projects that could have incorporated bicycle and pedestrian projects in their larger transportation projects as well as interviews with bicycle and pedestrian planners, engineers, and advocates. The report found that of the 35 project managers that responded, 57 percent of the transportation projects accommodated bicycle and pedestrian projects, which indicates that many local jurisdictions have existing policies that support routine accommodation. The draft report describes a method for monitoring whether accommodation of bicycle and pedestrian projects is occurring and proposes some recommendations for encouraging the accommodation of bicycle and pedestrian projects in transportation projects. Of the recommendations, the following involve the CMAs:

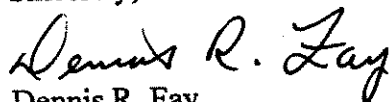
- MTC and CMA funding programming policies should ensure that project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans Deputy Directive 64.
- MTC and CMA should monitor how the needs of non-motorized users are being considered and accommodated in the design and construction of transportation projects by auditing candidate TIP projects.
- CMA's and local agencies should have BPACs review projects or provide an opportunity for public input during the design stage to ensure that appropriate bicycle and/or pedestrian facilities are included in projects.

In response, the ACCMA offers the following comments:

1. *Set routine accommodation in context of all transportation needs:* While we recognize that there may be cost benefits to routinely considering bicycle and pedestrian projects in transportation projects funded by MTC and the CMAs, routine accommodation of bicyclist and pedestrian needs should be set in the context of all transportation needs. Just as we do not accommodate every local street rehabilitation project or transit shortfall because of scarce funding resources, we should not necessarily accommodate every bicycle and pedestrian possibility for every funded project (see item 2 below).
2. *Refine report recommendations to focus on roadways and areas included in a local, county or regional bicycle or pedestrian plan.* Active encouragement and monitoring of accommodation should only be on roadways and areas that have been established as a priority in a local, county or regional bicycle or pedestrian plan. This would allow local agencies to focus on the bicycle and pedestrian projects that are the most important to complete. If these plans are to be expeditiously implemented, we need to honor the priorities they set.
3. *Treat bicycle project accommodation and pedestrian project accommodation separately in terms of actively requesting project sponsors to consider accommodation for transportation projects.* Because bicycle and pedestrian needs and travel patterns are different, the report should treat bicycle project routine accommodation and pedestrian accommodation separately. Without some priority, bicycle and pedestrian projects on every local street could become a de facto requirement, even in places where it is not cost effective or not wanted by a local jurisdiction. For bicycles, most jurisdictions and counties have adopted bicycle plans and established networks and priorities. As noted above, the priority for considering bicycle accommodation in transportation projects should be on roadways that are on a local, county or regional bicycle plan. For pedestrian project routine accommodation, the report should clarify what the most important routes, destinations, or types of walking trips are or perhaps require that priorities established in adopted pedestrian plans be followed.
4. *The public review process should be determined by the project sponsor.* Public review should be determined by the project sponsor and should not be limited to a specific group. There are different ways to conduct public outreach. For example, using established BPACs is one way, the NEPA/CEQA process is another.

Again thank you for the opportunity to comment on the draft report. We look forward to continuing discussion on this important topic. Please contact me or Beth Walukas at 510/836-2560 if you have any questions.

Sincerely,



Dennis R. Fay  
Executive Director

cc: Jean Hart, Deputy Director  
Diane Stark, Senior Transportation Planner

file 2005 Alameda Countywide Bicycle Plan Update



*file: DRF Chron*  
*Agenda Item 5.0*  
**Bay Area CMA Directors**

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March 1, 2006

Steve Heminger  
Executive Director, MTC  
101 Eighth Street  
Oakland, CA 94607-4700

**RECEIVED**  
MAR 06 2006

BY: \_\_\_\_\_

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24<sup>th</sup>. MTC is to be commended for developing an inventory of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

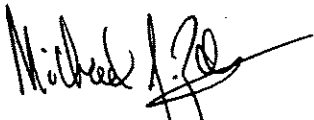
The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

# Bay Area CMA Directors

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We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



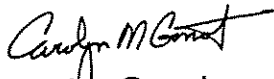
Mike Zdon, CMA Moderator  
Napa County Transportation Planning Agency



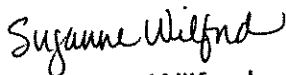
Robert K. McCleary  
Contra Costa Transportation Authority



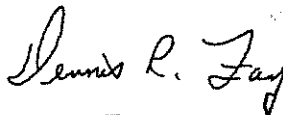
Jose Luis Moscovich  
San Francisco Transportation Authority



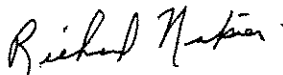
Carolyn Gonot  
Santa Clara Valley Transportation Authority



Suzanne Wilford  
Sonoma Transportation Authority



Dennis Fay  
Alameda County CMA



Rich Napier  
San Mateo County CMA



Daryl Halls  
Solano Transportation Authority



Dianne Steinhauser  
Transportation Agency of Marin

cc: Doug Johnson, MTC

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MINUTES OF MARCH 7, 2006  
OAKLAND, CA

**1.0 PUBLIC COMMENT**

There was no public comment.

**2.0 CONSENT CALENDAR**

**2.1 Minutes of February 7, 2006**

**2.2 Deputy Directors' Report**

Beth Walukas, a consultant for the CMA, updated the ACTAC Committee on the Countywide Travel Demand Model Update. She informed the committee that the jurisdictions were in the process of reviewing ABAG Projections 2005 as part of complying with the CMP Tier 2 Land Use Analysis Program. The reallocated land uses will be used as input for the Countywide Transportation Model Update. Reallocated land uses have been received from Alameda, Albany, Emeryville, Livermore, Newark and Union City. The remaining jurisdictions have indicated that they are in the process of completing their reallocations, except for San Leandro and Piedmont who have submitted letters to the CMA stating that the ABAG Projections are too high.. An e-mail is being sent to the jurisdictions to set up a meeting with ABAG and MTC to talk about what the issues are regarding the projections so that the comments can be incorporated for the 07' Projections currently underway. This meeting will take place prior to this month's Board meeting.

A motion was made by Carmichael-Hart to approve the consent calendar; Odumade made a second. The motion passed unanimously.

**3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMT/CWTP/RTP ACTION ITEMS**

Staff recommended moving to **Agenda Item 4.4**. The Committee agreed.

**4.4 I-580 TMP/Advance Elements Project**

Garcia informed the ACTAC Committee that the CMA staff has been working cooperatively with the staff of all participating agencies in Tri-Valley I-580 Corridor to develop strategies to minimize the impact of the construction of the Eastbound I-580 Interim HOV lane project. The committee was informed that the CMA will negotiate and execute all necessary agreements with the Cities of Dublin, Livermore and Pleasanton and Alameda County to enter, construct, operate and maintain TMP/Advance Elements within their jurisdictions. It was stated that the project will be integrated with the East Bay SMART Corridors program and Bay Area 511 to disseminate real-time traffic information to public and transportation agencies. The integration with the East Bay SMART Corridors program marks the expansion of the program in the Tri-Valley Area. This item was for information only.

**3.1 CMA Exchange Program: Quarterly Status Report**

Todd requested ACTAC to review and approve the attached Quarterly Status report for local projects programmed in the CMA Exchange Program. A motion was made by Tassano to approve the staff recommendation; Carmichael-Hart made a second. The motion passed unanimously.

### **3.2 CMA TIP: I-580 Soundwall Design Projects**

Todd informed ACTAC that the CMA Board approved \$1,017,000 of CMA TIP funds to complete the design of freeway soundwalls along I-580 in San Leandro (Estudillo to 141<sup>st</sup>) and Oakland (14<sup>th</sup> and Ardley) as part of the overall 2006 STIP programming strategy. He informed the committee that an RFP for the work had been released and the proposals had been received. Based on the work plans in the proposals received, staff recommends an additional \$1.233 M of CMA TIP funds be programmed to project. A motion was made by O'Hare to approve the staff recommendation; Cooke made a second. The motion passed unanimously.

### **3.3 Bicycle/Pedestrian/TFCA Programming: Release of a Request for Project Information**

Todd informed the ACTAC Committee that based on discussion at the February ACTAC meeting, CMA staff proposed to release a request for information (RFI) for bicycle/pedestrian/TFCA projects. There was discussion on the various issues including schedules of the bicycle and pedestrian plans and timing of programming to use federal funds in 2006-07. There was also discussion on information to be included in the RFI. Staff recommended the ACTAC to approve the release of an RFI and that staff will report back to the committee in April. A motion was made by LaVigne to approve the staff recommendation; Odumade made a second. The motion passed unanimously.

### **3.4 Information on the 2007 TIP Development Process**

Jacki Taylor of Advance Project Delivery requested ACTAC to review information regarding the 2007 TIP development. She informed the committee that the TIP will cover the four year period of federal fiscal year (FFY) 2006-07 through FFY 2009-10. MTC requested that project sponsors review and update their TIP listings through the WebFMS system. She informed the committee that the project listings will be made available for editing starting Monday, March 27, 2006. She requested that these forms be reviewed and the update process be completed by Monday, April 3, 2006. This item was for information only.

### **3.5 SMART Corridors O&M Strategy**

Minoofar requested ACTAC to review and comment on the Draft Report on SMART Corridors Operating and Maintenance Funding Constraints and Opportunities. He briefed the committee on the report that was E-mailed to them prior to the meeting on March 3rd. The report identifies the amount of funding remaining to meet O&M expenses, the rate at which these funds will be drawn down and strategies for meeting these expenses in future years. The Report identifies alternatives to generate "new" revenue as well as strategies to fund these expenses within existing revenues. This item was for information and discussion only.

## **4.0 NON-ACTION ITEMS**

### **4.1 TFCA: Timely Use of Funds Report**

Annie Young of the Project Development Management Group requested ACTAC to review and confirm the project specific information included in the report. She requested that the updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team and project sponsors are requested to provide documentation related to the status of the required activities shown on the report by March 17<sup>th</sup>. This item was for information only.

### **4.2 Countywide Pedestrian Plan – Update from ACTIA**

Rochelle Wheeler of ACTIA requests feedback from ACTAC on the draft countywide pedestrian capital project priorities. She informed ACTAC that the first Countywide Strategic Pedestrian Plan, to be completed by July 2006. This item was for information only.

**4.3 MTC Revised Regional Project Funding Delivery Policy for SAFTEA STP and CMAQ funds MTC Resolution 3606 Revised**

Project managers at sponsoring agencies and ACTAC representatives are encouraged to review the attached packet from MTC regarding revisions to the Regional Project Funding Delivery Policy (MTC Reso. 3606). A draft of MTC Resolution 3606 was reviewed at the February ACTAC meeting. This item was for information only.

**5.0 LEGISLATION/ITEMS**

Fay informed ACTAC about the new Vehicle registration bill is AB 444 by Assemblyman Clay. He stated it had two components: 1) Five dollars will go to the CMA's in the bay region and would be imposed for transportation. 2) Five dollars would be subvned directly to the Air District and the Water Quality Board. In addition, Senator Simitian introduced SB1611 that would allow any CMA in the state of California to impose up to a \$20 per vehicle fee in perpetuity for transportation purposes. This item was for information only.

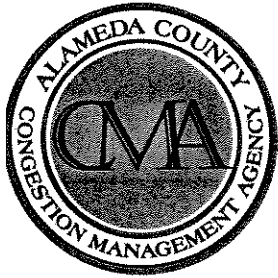
**6.0 OTHER BUSINESS/ADJOURNMENT**

**NEXT MEETING: - April 4, 2006, CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.**

Attest By:

  
Claudia Magadan, Secretary

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

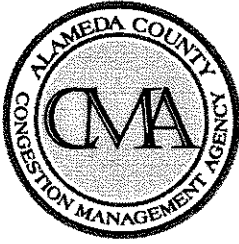
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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MARCH 7, 2006  
ROSTER OF MEETING ATTENDANCE  
CMA BOARD ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Magadan		(510) 836-2560 x 36	CMagadan@accma.ca.gov
2. Roxy Carmichael-Hart		(510) 583-4781	roxy.carmichael-hart@cityofalameda.ca.gov
3. Kunle Odumade		510-494-4746	Kodumade@ci.fremont.ca.us
4. SOREN FAYEAU		510-790-7286	soren.fayeau@newark.org
5. SHARON LAI		510-420-3067	slai@ci.piedmont.ca.us
6. Tina Spencer		510.891.4754	tspencer@actransit.org
7. Keith R. Cooke		510-577-3439	KCOOKE@ci.San-Leandro.ca.us
8. Ruben I Zov		510-670-6470	rubeni@dcpus.org
9. CYRUS MINOOKAR	ACCMA		
10. Stefan Garcia	✓		
11. Diane Stark	"		
12. JILL HART	"		
13. JENNIFER FAY	"		
14. JILL HART	"		
15. Matt Todd	"		
16. STEVE GREGORY	Port	510-627-1363	sgregory@portofakland.com
17. Annie Young	CMA Project Monitoring	510 836 2560	projectmonitoring3@accma.ca.gov
18. JILL TAYLOR	CMA Project Monitoring	(510) 836-2560	ProjectMonitoring2@ACCMA.CA.GOV
19. HANK VAN DYKE	EMERYVILLE	(510) 596-4331	hvan-dyke@ci.emeryville.ca.
20. Rochelle Wheeler	ACTIA	510-267-6121	rwheeler@actia2022.com
21. Cherry Chaicharn	Albany	510-528-5759	cchaicharn@albanyca.org
22. Ray Kuzbari	Dublin	925-833-6634	ray.kuzbari@ci.dublin.ca.us

23. Bob Vinn Livermore 925 960 4516 bgvinn@ci.livermore.ca.  
24. Mike Tassano Pleasanton 925 931-5670 MTASSANO@CI.Pleasanton.ca.us  
25. Dave Campbell EBBC dcampbel@lmi.net  
26. Shanaa Offord City of Oakland solara@oaklandnet.com  
27. Marilon R. Ayupan Union City 679 9310 MAYUPAN@CI.UNION-CITY.ca.us  
28. Jim Ogren ACTA/ACTIA 510-267-6108 jogren@actia2002.com  
29. Dick Swanson ACCMA 510-836-2560 dswanson@accma.ca.gov.  
30. John McKewen CT-059RP 906 286-5116 john.mckewen@dot.ca.gov  
31. Tess Lengyel ACTIA 207-6111  
32. Matt Nichols City of Berkeley 981-7068 mnichols@ci.berkeley.ca.us  
33. Cory LaVigne CAATA 916.405.7561  
34. Barbara Hawkins City of Alameda 510 749 5863 bhawkins@ci.alameda.ca.us  
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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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April 5, 2006  
Agenda Item 2.2

Memorandum

Date: March 27, 2006  
To: ACTAC  
From: Jean Hart, Deputy Director  
Frank Furger, Deputy Director  
Subject: Deputy Director's Report

**Countywide Bicycle Plan Update** – The next Bicycle Plan Update Workshop is on April 4th at 11:00 a.m. before the ACTAC meeting. At this meeting, the group will discuss high priority projects and the financially constrained networks for capital projects. The Task Force will also discuss routine accommodation for incorporating bicycle facilities in new projects and maintenance and rehabilitation projects on the existing system.

**MTC's Lifeline Transportation Program** – CMA and ACTIA issued a joint Call for Projects for the Lifeline Transportation Program on March 1, 2006. Applications are due April 28, 2006. A workshop was held on March 20 to acquaint potential applicants about the program.

**I-880 Corridor System Management Study** – Caltrans' consultants presented the preliminary findings of the study in terms of congested bottlenecks and potential causes of congestion along with a draft list of projects that will be used for performance evaluation to the CMA Board on January 23, 2006. The next steps are to identify complete corridor improvements and develop priorities and a sequencing plan using the microsimulation model.

**North I-880 Operations and Safety Project** – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 funds were allocated for improvements at Northbound I-880 at 29<sup>th</sup> Ave. A meeting with the general public was held in mid January to review the project and design concept. The concept was accepted with overall support. A preliminary environmental assessment report (PEAR) is being completed.

**San Pablo Rapid Bus Stop Improvements** - The scope, schedule and implementation plan for completing the improvements to support the Rapid service have been approved by the policy committee. The CMA will be taking the lead in implementing approximately \$2.2 million in improvements funded through AC Transit and Measure B. The design of the improvements has started under the project name "San Pablo Rapid Bus Stop Improvements". The construction is expected to start in fall of 2006 and would be completed by March of 2007.

**SMART Corridors Program** - The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation in the near future to preserve the investments previously made, being deployed, and proposed. A selection process for a maintenance contractor to assist the project stakeholders in maintaining field equipment has been completed. Republic Electric, Inc. was ranked the highest by the selection panel. The maintenance contractor will assist with maintaining field devices. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks. CMA is also working with the City of Oakland to implement Transportation Management Centers (TMC) for the City and CMA for improved transportation Management. These efforts would also include improving the stability of the SMART Corridors network, which is beneficial to all participating agencies and public. MTC approved a grant application by CMA on behalf of all project partners along San Pablo corridors to optimize traffic signal timing plans for 115 intersections on San Pablo Avenue as well as many crossing arterial roadways connecting San Pablo Avenue with I-80.

**Rapid Bus Corridor on International/Broadway/Telegraph** - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bayfair Center, in the City of San Leandro and includes portions of E. 14<sup>th</sup>/International Boulevard, Broadway, and Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the aggressive schedule. Construction on Broadway is 95% complete. Construction for the Telegraph Avenue segment is about 60% complete. Construction on the E 14<sup>th</sup>/International segment is 30% complete. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. AC Transit has requested assistance

from the CMA on construction of 20<sup>th</sup> Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. Most of this added work is scheduled to be complete by June 26, 2006. The CMA Board agenda in February includes the award of Uptown Transit Center on 20th Street between Broadway and Telegraph. The low bid by NTK construction was \$1,590,918, which is about \$255,000 below the engineer's estimate of probable cost. Based on a request by AC Transit, the award was contingent upon issuance of a minor encroachment permit from the City of Oakland. AC Transit has received all necessary permits and has requested that CMA go forward with the Notice to Proceed to the Contractor.

**Grand/MacArthur Corridor Transit Enhancements:** CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along the Grand/MacArthur Corridor starting at Eastmont Mall and ending at Maritime for the Bay Bridge access. The current AC Transit line serving this corridor is called "NL" with final destination at the Transbay Terminal in San Francisco. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, there is also a \$205,000 TFCA grant to AC Transit for the installation of Transit Signal Priority components in the corridor. DKS Associates, the consultant for this project, has completed traffic engineering and transit analysis for the whole corridor with the system engineering analysis pending. The design activity for the seven intersection included in TFCA grant has started. Additional design activities are pending on options presented to the TAC by the consultant. The CMA has completed a community outreach effort which took input from the City Council districts, and will do outreach with community groups and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006 for the seven intersections in the TFCA application, or in fall to include additional components for economy of scale.

**Route 84 HOV – Dumbarton Corridor** – In October 2004, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

**I-680 Southbound HOV Lane Project** – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

**I-680 HOV Lane Project – Soundwall Construction** – The maintenance of the facility has been returned to Caltrans in late February. The project has exceed the time allowed for completion and will include liquidated damages. The project is one of the components of the overall I-680 corridor improvements.

**I-680 SMART Carpool Lane project** – The PSR/PR was signed by Caltrans on March 23<sup>rd</sup>. Work continued on 35% engineering with preparation of a signing plan. Revised revenue estimates assuming monitoring of the Smart Lane and the mixed flow lanes were presented to the Management Steering Committee. The draft Enforcement Plan was completed. The JPA Board meeting was rescheduled to April 10<sup>th</sup>.

**Dumbarton Corridor** – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006.

**BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC)** – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

#### **I-580 Tri-Valley Corridor Improvements**

**a. I-580 TMP Project** – This initial component of planned corridor improvements will implement key elements of a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, in the Tri-Valley area. The TMP project will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program. It will also provide infrastructure capability to local and regional transit providers to allow transit signal priority (TSP) for express bus routes to be implemented on existing local routes between downtown Livermore and Dublin/Pleasanton BART during construction of the EB Interim HOV project, as well as on the EB HOV route when the facility is complete. The CMA's design consultant is preparing the project report in parallel with preliminary design activities. It is anticipated the project will be advertised in late summer 2006.

**b. I-580 Livermore Soundwall Project** – This component of planned corridor improvements will construct a soundwall along the north edge of I-580 just east of First Street in Livermore. Caltrans previously prepared the environmental clearance and design documents. The CMA will assume responsibility for completing the final design package and constructing the improvements. This project is fully funded in FY 06/07 of the STIP.

**c. I-580 EB Interim HOV Lane Project** – This project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. The consultants are nearing completion of the response to comments on the Administrative Draft environmental document. The bat survey is completed and recommendations have been accepted by Caltrans. Preliminary engineering and at-risk design are progressing concurrently. Comments on the 35% PS&E submittal have been received from Caltrans; a 65% submittal is anticipated in

April, with completion of the preliminary design scheduled in late summer 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the project. The CMA is working with Caltrans to combine a planned \$20M pavement overlay within the project limits. Construction is anticipated to begin in Fall 2007.

**d. I-580/I-680 Interchange Modifications** – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. The traffic modeling scope and assumptions to be used are being reviewed by Caltrans and FHWA; the consultant team is responding to comments. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. A cooperative agreement between the CMA and the State is currently being negotiated. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate ultimate HOV movements and update the master buildout plan for the I-580/I-680 interchange. The PSR is anticipated to be completed in early 2007. This project is being developed as an element of the RM2 I-580 Tri-Valley Corridor Improvements.

**e. I-580 WB Auxiliary Lane Project** – In cooperation with ACTIA, the CMA is taking the lead as the implementing agency for this project. The project consists of two westbound I-580 auxiliary lane segments as follows: a) Airway Blvd. to Fallon Rd., and b) Fallon Rd. to Tassajara Rd. The CMA is currently reviewing the environmental clearance status of these segments. The project is fully funded by ACTIA Measure B. The CMA and ACTIA are currently negotiating the agreements necessary to establish project delivery roles.

**Ardenwood Park & Ride Lot Project** – This project will acquire a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. The environmental document for this project was approved in late 2005. An RFP for design services was issued in December, and the CMA is selected Kolve Engineering in March. Contract negotiation is underway. Right of way acquisition activities will continue concurrently.

**Tri-Valley Triangle Analysis** – The PAC met on March 24<sup>th</sup> and approved the approach to arraying the quantitative and qualitative measures of effectiveness. Evaluation of two of seven alternatives is complete. The remaining evaluation is scheduled for completion the first week in April.

**Berkeley/Oakland/San Leandro BRT** – The Draft EIS/EIR is expected to be complete early 2006.

**Transportation and Land Use Program** – The TOD Fund Monitoring Program was initiated with the first quarterly report, which is included in the ACTAC agenda. An RFQ for the Transit Oriented Development (TOD) technical consultant pool will be issued spring 2006. Staff prepared draft scopes of work for a Traffic Impact Mitigation Fee Feasibility Study, which is included in the ACTAC agenda, and a TOD Best Management Practices Study.

**Community Based Transportation Plan: West Oakland** – The consultant team met with the Project Team, the TAC and West Oakland PAC to confirm priorities for the community's transportation needs and solutions to meet them.

**Guaranteed Ride Home Program** – The program was initiated in April 1998. One hundred and thirty five employers and 3,731 employees are registered in the program, and 1,014 rides have been taken, including 48 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.12. The average trip length is 39.09 miles. The average trip distance for a rental car ride is 83 miles and the cost per rental car used remains at \$55. Using the rental car saves \$77 for each average 65-mile trip.

**TravelChoice Program** – Over 70 individual educational pieces of literature have been developed to distribute to 6,500 households in Alameda and Fruitvale. Pre-project surveys have begun and approximately 14% of the project households have responded. Test calls are underway to assure that the outreach script is ready to run the day the project begins. The program will begin with initial calls in April.

**Dynamic Ridesharing** – A public event promoting the RideNow program is being held on March 29 at the Dublin Pleasanton BART station during the morning and evening commute periods. Over the past few weeks, the consultant team and Task Force have made efforts to attract additional participants to the program and promote the event. Beginning on March 29, additional incentives are being offered to participants to encourage their use of the program. After this full scale effort, the pilot program will run for an additional two months. An evaluation report will be prepared and presented to ACTAC at their June or July meeting.

**Transportation Fund for Clean Air – Vehicle Incentive Program** – The Vehicle incentive program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)

- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

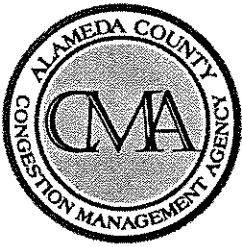
Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at [www.baaqmd.gov](http://www.baaqmd.gov).

**Countywide Travel Demand Model Update** – For the Countywide Travel Demand Model Update, the existing and future networks have been finalized. The 2000, 2005, 2015, and 2030 reallocated land uses have been received from eight jurisdictions. The land uses are reallocated to the updated transportation analysis zones and are based on ABAG Projections 2005. Comments were due by March 3, 2006. The Cities of Piedmont, San Leandro and Pleasanton submitted letters to the CMA stating that the ABAG projections are too high. Regarding the jurisdictions that are yet to submit comments, new deadlines are given: April 7<sup>th</sup> for year 2000 and 2005 and April 21<sup>st</sup> for year 2015 and 2030. The consultant continues to work on the travel demand model processes for application to Cube/Voyager software and for refinement of the regional models to provide more detail in Alameda County. Work also continues on the validation of the model by compiling survey data and creating calibration targets. The next task force meeting is scheduled on April 5, 2006 at 9:00 a.m.

**Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers** - Caltans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: [www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm](http://www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm) . The report includes standards and innovative practices for the development of bike & pedestrian facilities.

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**Memorandum**

*April 4, 2006  
Agenda Item 3.1*

**DATE:** March 27, 2006

**TO:** Alameda County Technical Advisory Committee (ACTAC)

**FROM:** Matt Todd, Senior Transportation Engineer

**RE:** Transportation Fund for Clean Air (TFCA):  
At Risk Report- Timely Use of Funds

**Action Requested**

The ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the Transportation Fund for Clean Air Program.

**Next Steps**

This item is scheduled to be presented to PPC and the CMA Board at their April meetings.

**Discussion**

The enclosed Quarterly At Risk- Timely Use of Funds report dated April 2006 has been updated to reflect the material we have received through March 22, 2006. The report reflects (8) projects in the red zone with primarily funding agreement signature deadlines, final monitoring reports (FMR's) and expenditure deadlines. The report reflects (6) projects in the yellow zone, representing projects with tasks required in the next 6 months.

**Attachments**

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TFCA Program Manager Funds  
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April 2006

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Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>RED ZONE (Milestone within 3 months)</b>							
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Expenditures not complete Received amendment 6/7/05, still need original agreement
			\$ 225,000.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	6/30/06		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Mar 06 Expenditure deadline May 06.
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Mar-06		
				Exp Deadline Met	5/25/06		
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	Expenditures not complete FMR Due April 06 Expenditure Deadline Jul 06
			\$ 50,000.00	Proj. Start		Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Apr-06		
				Exp Deadline Met	7/25/06		
05ALA01	BART	Electronic Bicycle Locker's	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 50,000.00	Proj. Start		Aug-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Apr-07		
				Exp Deadline Met	11/2/07		
05ALA03	City of Livermore	Arroyo Mocho Bicycle and Pedestrian Trail Extension, Class 1	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 86,803.00	Proj. Start		Mar-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Mar-07		
				Exp Deadline Met	11/2/07		
05ALA05	City of Union City	Compressed Natural Gas Facility Improvements	TFCA Award	Agree. Executed			Agreement sent to sponsor, required to be executed and returned by 4/17/06.
			\$ 120,000.00	Proj. Start		Mar-06	
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Dec-06		
				Exp Deadline Met	11/2/07		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring '06- Timely Use of Funds

TFCA Program Manager Funds  
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<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	Final Invoice Received- Reviewing FMR Received- Approved Expenditures Deadline Nov 05
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 17,842.53	FMR	Nov-05	2/13/06	
				Exp Deadline Met	11/25/05	yes	
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	Final Invoice Received- Reviewing FMR Received- Approved Expenditures Deadline Dec 05
			\$ 400,000.00	Proj. Start		Jul-00	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 372,451.00	FMR	Mar-06	2/2/06	
				Exp Deadline Met	12/31/05		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring '06- Timely Use of Funds

TFCA Program Manager Funds  
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Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>YELLOW ZONE (Milestone within 4-6 Months)</b>							
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due Jul 06
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-06		
				Exp Deadline Met	2/28/02	yes	
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06	2/7/06	
			\$ 500,000.00	FMR	Aug-06		
				Exp Deadline Met	11/25/05	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 161,675.19	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 96,461.73	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 40,488.09	FMR	Sep-06		
				Exp Deadline Met	6/30/06		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring '06- Timely Use of Funds

TFCA Program Manager Funds  
At Risk Report  
April 2006

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Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
<b>GREEN ZONE (Milestone beyond 6 months)</b>							
96ALA10	City of Oakland	Arterial Traffic Signal Management-Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	
02ALA10	City of Oakland	Coliseum BART Bus Stop Reloca-tion	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete
			TFCA Expended	Final Reim.	12/31/07		FMR Due Nov 06
			\$ 4,757.95	FMR	Nov-06		Expenditures Deadline Sep 06
				Exp Deadline Met	09/30/06		
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete
			\$ 86,136.00	Proj. Start		Sep-04	FMR Due Jun 07
			TFCA Expended	Final Reim.	12/31/07		Expenditure Deadline Jun 07.
			\$ -	FMR	Jun-07		
				Exp Deadline Met	06/30/07		
05ALA02	City of Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agree. Executed		3/17/06	Expenditures not complete
			\$ 25,000.00	Proj. Start		Mar-06	FMR Due Dec. 07
			TFCA Expended	Final Reim.	12/31/08		
			\$ -	FMR	Dec-07		
				Exp Deadline Met	11/2/07		
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed	5/6/05	5/19/05	Expenditures not complete
			\$ 123,000.00	Proj. Start	Jun-05	Jul-05	FMR Due Mar. 08
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

Agree Executed- Date TFCA Agreement executed  
Proj. Start- Date of project initiation  
FMR- Date final monitoring report submitted  
Exp. Deadline Met- Expenditure occurred before deadline

Spring '06- Timely Use of Funds



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**Memorandum**

*April 4, 2006  
Agenda Item 3.3*

**Date:** March 28, 2006  
**To:** ACTAC  
**From:** Cyrus Minoofar, Principal Transportation Engineer  
**Subject:** **East Bay SMART Corridors Program: Strategy to fund Operations and Maintenance (O&M) Activities**

**Action Requested**

ACTAC is requested to take an action on the SMART Corridors Operating and Maintenance Funding Plan to sustain the system until June 30, 2007. This plan requires an additional \$240,476 in funding to sustain the system until June 30, 2007. Based on input received from the ACTAC and the Plans and Programs Committee (PPC) at the March meeting, staff is developing a recommendation on a cost sharing plan to meet this funding shortfall. A recommendation will be presented to ACTAC at the April 4<sup>th</sup> meeting. O&M plan.

**Next Steps**

Staff will continue to work on Vehicle Registration Fee as a long term option for O&M funding for the SMART Corridors program.

**Discussion**

For the last several months, ACCMA staff has analyzed the O&M funding situation for SMART Corridors. Staff presented draft reports to both ACTAC and PPC in March 2006, and have received comments regarding the Draft Report. CMA staff is developing a funding plan that will be able to maintain the SMART Corridors operations at a minimal level, until a long term funding plan is identified.

**Anticipated Monthly Costs**

Based on staff assessment, the basic costs for the O&M plan is approximately \$55,325 per month or \$663,900 annually, for existing I-80 and I-880 corridors. The basic costs for the minimal, sustainable operation do not include any costs associated with contingencies, software maintenance, and upgrades of hardware.

### Current O&M Funding situation

To date, an estimated \$2,758,480 of revenue has been received to meet O&M costs of the SMART Corridors Program (SCP). As of March 1, 2006, a total of \$2,311,180 has been spent on SCP O&M costs. This leaves a balance of \$447,300 in remaining funds. Based on \$55,325 monthly expenditure, \$221,300 will be spent this fiscal year or until June 30, 2006. Therefore, the remaining available funds for fiscal year 2006-2007 (July 1, 2006 to June 30, 2007) is \$226,000. In order to sustain the program, an additional \$437,900 is required between July 1, 2006 to June 30, 2007.

CMA has currently received commitments from AC Transit and WCCTAC for \$137,424 and \$60,000 respectively for fiscal year 2006-2007, for a total of \$197,424. With the current available funds, an additional \$240,476 is needed to close the gap. The table below shows the current and proposed funding distribution by the agencies based on the funding distribution plan previously adopted by the CMA Board. The optimum funding column is show for information only.

Table 1: Cost Sharing Plan for O&M

ITEM	FY 06/07					
	Agency Share Optimal Ops	Est. Share Minimum Ops Cost	Remaining Available Funding	Funding Needed for Jul 06-Jun 07	Current Commit.	Additional Funding Needed
<b>TRANSIT AGENCIES</b>						
AC Transit	\$137,424	\$137,424	\$0	\$137,424	\$137,424	\$0
WestCAT	\$57,584	\$24,000	\$0	\$24,000	\$16,931 <sup>1</sup>	\$7,069
<b>Subtotal:</b>	<b>\$195,008</b>	<b>\$161,424</b>	<b>\$0</b>	<b>\$161,424</b>	<b>\$154,355</b>	<b>\$7,069</b>
<b>REGIONAL AGENCIES</b>						
MTC (1/3 of costs)	\$295,768	\$167,492	\$82,101	\$85,391		\$85,391
<b>Subtotal:</b>	<b>\$295,768</b>	<b>\$167,492</b>	<b>\$82,101</b>	<b>\$85,391</b>	<b>\$0</b>	<b>\$85,391</b>
<b>CMA's (1/3 of costs)</b>						
ACCMA (Mileage based)	\$215,821	\$122,218	\$24,123	\$98,095		\$98,095
CCTA (Mileage based)	\$79,947	\$45,274	\$25,487	\$19,787	\$19,787 <sup>1</sup>	\$0
<b>Subtotal:</b>	<b>\$295,768</b>	<b>\$167,492</b>	<b>\$49,610</b>	<b>\$117,882</b>	<b>\$19,787</b>	<b>\$98,095</b>
<b>LOCAL AGENCIES</b>						
Alameda County Local Agencies	\$201,702	\$114,223	\$64,301	\$49,921		\$49,921 <sup>2</sup>
Contra Costa County Local Agencies	\$94,067	\$53,270	\$29,988	\$23,282	\$40,213	\$0
<b>Subtotal:</b>	<b>\$295,769</b>	<b>\$167,492</b>	<b>\$94,289</b>	<b>\$73,203</b>	<b>\$40,213 <sup>1</sup></b>	<b>\$49,921</b>
<b>TOTAL:</b>	<b>\$1,082,313</b>	<b>\$663,900</b>	<b>\$226,000</b>	<b>\$437,900</b>	<b>\$214,355</b>	<b>\$240,476</b>

1- WCCTAC's pledge of \$60,000 is distributed among local agencies, CCTA and WestCAT

2- Please see Table 2: Local Agency O&M Cost Share Based on Mileage

Assuming a mileage based cost distribution, Table 2 shows the funding that would be required from each of the participating Alameda County agencies to meet the funding commitment. One option to meet this local funding commitment is to program a portion of each of the agencies TFCA guarantee funds to the O&M. (Note: The FY 06/07 TFCA funds have been exchanged with CMAQ funds)



**Table 2: Local Agency O&M Cost Share Based on Mileage**

Agency (Ala. Co.)	Mileage by Corridor		Total Mileage	% Mileage	Split	49,921
	San Pablo	I-880				
Alameda (City)			-	0%	\$	-
Alameda County		1.91	1.91	8%	\$	3,960
Albany	1.06		1.06	4%	\$	2,198
Berkeley	2.30		2.30	10%	\$	4,768
Dublin			-	0%	\$	-
Emeryville	0.90		0.90	4%	\$	1,866
Fremont			-	0%	\$	-
Hayward		4.36	4.36	18%	\$	9,039
Livermore			-	0%	\$	-
Newark			-	0%	\$	-
Oakland	2.50	3.25	5.75	24%	\$	11,921
Piedmont			-	0%	\$	-
Pleasanton			-	0%	\$	-
San Leandro		4.09	4.09	17%	\$	8,479
Union City		3.71	3.71	15%	\$	7,691
<b>Totals</b>	<b>6.76</b>	<b>17.32</b>	<b>24.08</b>	<b>100%</b>	<b>\$</b>	<b>49,921</b>

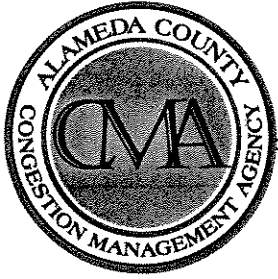
Staff is continuing to work with the partner agencies on a commitment of funds to meet the O&M shortfall. The CMA will be contacting WestCAT for the remaining \$7,069 contribution for Contra Costa County, as long as the WCCTAC's pledge of \$60,000 is fulfilled. In the event WCCTAC does not provide the full \$60,000 pledge, additional funding from CCTA and WestCAT will be required.

CMA will also contact MTC to request an additional contribution of \$85,000 toward the O&M funding. In the event that CMA staff is unable to obtain a commitment from MTC for allocation of these funds, staff will report back to ACTAC for alternative options.

#### Next Steps

Staff will continue to work on Vehicle Registration Fee as a long term option for O&M funding for the SMART Corridors program.

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CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*April 4, 2006  
Agenda Item 3.4*

**Date:** March 28, 2006  
**To:** ACTAC  
**From:** Cyrus Minoofar, Principal Transportation Engineer  
**Subject:** **East Bay SMART Corridors Program: Alameda County Incident Management Plan**

**Action Requested**

The Alameda County Fire Department (ACFD) has requested the assistance from CMA to administer and implement a grant provided by the Department of Homeland Security in the amount of \$612,000. This grant requires a local match of \$153,129. CMA Staff is working with the county on a strategy to secure the local match. The CMA has recently completed an incident management project with a similar scope for the ACFD and other local fire departments.

**Discussion**

CMA has received a request from the Alameda County Fire Department (ACFD) to administer and implement a grant provided by the Department of Homeland Security (HLS) in the amount of \$612,000 and to jointly explore available funding options in order to meet the 20% local match in the amount of \$153,129.

The Alameda County Board of Supervisors at the December 13, 2005 meeting authorized ACFD to accept the \$612,000 DHS Grant and enter into agreement with CMA for implementation of work (See attached). The Homeland Security grant will allow ACFD, its contract jurisdictions of the cities of Dublin, San Leandro and the Lawrence Berkeley Laboratory, as well as other members jurisdictions of the Dispatch System, the cities of Alameda, Union City, Fremont, Camp Parks Reserve Training Facility Fire Department to continue with efforts to link all command and first-line emergency apparatus to each other and into the Alameda County Regional Emergency Communications Dispatch Center.

The CMA has recently completed an incident management project in partnership with fire departments in Alameda County including ACFD. The CMA procured and installed Mobile Display Terminals for nine engines at the San Leandro Fire Station. The new grant will make it

possible to build upon the current fire dispatch system by expanding the number of Mobile Display Terminals into more fire departments and vehicles. This system will allow for a coordinated response by first responders, especially during a fire or roadway incident. Non-recurring incidents such as accidents, construction, and disabled vehicles account for about half of the traffic congestion nationally.

To receive the Homeland Security funds 20% local match or \$153,129 is required. Once the match is provided, the project will enable procurement and installation of Mobile Display Terminals for all of the Alameda County apparatus. CMA will need to enter into an agreement with ACFD to implement this project.

CMA Staff is working with the county on a strategy to secure the local match. ACFD will be responsible for all on-going Operations and Management of the units and no additional O&M impacts are anticipated.

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2009A	AC Transit	Maintenance Facilities Upgrade	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$3,705								
2	2009B	AC Transit	SATCOM Expansion	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$1,000								
3	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	PS&E	06/07	Allocate	6/30/07	G		G
	RIP	\$2,700								
4	2009D	AC Transit	Bus Component Rehabilitation	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$4,500								
5	2179	ACCMA	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G		G
	RIP	\$111		Con	07/08	Allocate	6/30/08	G		G
	RIP	\$110		Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G
	RIP	\$195		Con	08/09	Allocate	6/30/09	G		G
6	A0157G	ACCMA	I-680 Sunol Grade Soundwalls	Con	03/04	Accept Contract	2/26/07	G	Awarded 2/26/04	G
	RIP	\$10,037								
7	2009L	ACCMA	Vasco Road Safety Improvements	Con	08/09	Allocate	6/30/09	G		G
	RIP	\$1,400								
8	2009N	Alameda	Tinker Avenue Extension	Con	08/09	Allocate	6/30/09	G		G
	RIP	\$4,000								
9	2009F	BART	Lake Merritt Channel Subway Repair	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$2,000								
10	2009G	BART	BART Stations Platform Edge Tiles	Con	07/08	Allocate	6/30/08	G		G
	RIP	\$1,248								
11	2103	BART	BART Oakland Airport Connector	Con	08/09	Allocate	6/30/09	G	\$10M ITIP, Con 08/09	G
	RIP	\$23,000								
12	2020	Emeryville	Emeryville Intermodal Transfer Station	Con	08/09	Allocate	6/30/09	G	\$4.2M ITIP, Con 08/09	G
	RIP	\$2,110								
13	2009M	Emeryville <sup>1</sup>	Mandela Parkway Extension	R/W	06/07	Allocate	6/30/07	G		G
		\$1,900								
14	2009K	LAVTA	Satellite Bus Operating Facility	Con	08/09	Allocate	6/30/09	G		G
	RIP	\$4,000								
15	2100	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G		G
	RIP	\$110		Con	07/08	Allocate	6/30/08	G		G
	RIP	\$111		Env	05/06	Comp Expend	6/30/08	G	\$110K Alloc'd 7/14/05	G
	RIP	\$110								
16	2100A	MTC	Planning, Programming and Monitoring	Con	06/07	Allocate	6/30/07	G		G
	RIP	\$86								
17	1022	Oakland	Rte. 880 Access at 42 <sup>nd</sup> Ave./High St., APD	R/W	07/08	Allocate	6/30/08	G		G
	RIP	\$3,130								
18	2110	Union City	Union City Intermodal Station	Con	05/06	Allocate	12/31/06	Y	6 Mo. Extension App'd	R
	TE	\$720		Con	05/06	Allocate	12/31/06	Y	6 Mo. Extension App'd	R
	TE	\$5,307		Con	07/08	Allocate	6/30/08	G		G
	RIP	\$4,004		Con	08/09	Allocate	6/30/09	G		G
	RIP	\$2,283								
Notes:										
<sup>1</sup> Emeryville is the sponsor in the current 2004 STIP, but the sponsor being changed to Oakland for the 2006 STIP.										

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Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)							
1	ALA050036	ACCMA	SMART Corridors Operations & Maintenance							
	STP		\$135	CON	05/06	Sub Req for Auth	4/1/06	R	Planned submittal 3/29/06	NA
2	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices							
	CMAQ		\$68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	G
3	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)							
	STP		\$505	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
	STP		\$27	PSE	04/05	Liquidate Funds	6/30/09	G	PSA executed 6/17/05	G
4	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.							
	STP		\$44	PE	05/06	Encumber Funds	6/30/07	G	E-76 effective 1/20/06	R
	STP		\$572	CON	05/06	Sub Req for Auth	4/1/06	R	Submittal scheduled by 5/12/06	Y
5	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1							
	STP		\$3,900	ROW	04/05	Liquidate Funds	6/30/09	G	PSA executed 8/17/05	G
6	ALA050053	Berkeley	Piedmont Ave Reconstruction							
	STP		\$209	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
7	ALA050020	Berkeley	Gilman Street Rehab							
	STP		\$705	CON	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 9/20/05	G
8	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path							
	CMAQ		\$1,034	ROW	06/07	Sub Req for Auth	4/1/07	G	ENV submittal 3/15/00	G
9	ALA050022	Fremont	Rehab on Various Sts							
	STP		\$1,753	CON	05/06	Obligate Funds	6/30/06	Y	Req submit'd 3/27/06 TIP Amend pending to add ALA050057 funds	Y
10	ALA050057	Fremont	3 St. Segments -Overlay							
	STP		\$419	CON	05/06	Obligate Funds	6/30/06	Y	sub-project of ALA050022	Y
11	ALA050025	Hayward	Hesperian Blvd Rehab							
	STP		\$8	ENV	05/06	Encumber Funds	6/30/07	G	E-76 effective 2/15/06	R
	STP		\$16	PSE	05/06	Obligate Funds	6/30/06	R	Req submit'd 12/12/05	R
	STP		\$697	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
12	ALA050056	Hayward	West A Street Rehab							
	STP		\$5	ENV	05/06	Encumber Funds	6/30/07	G	E-76 effective 2/15/06	R
	STP		\$8	PSE	05/06	Obligate Funds	6/30/06	R	Req submit'd 12/12/05	R
	STP		\$109	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
13	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices							
	CMAQ		\$175	CON	04/05	Drawdown FTA Grant	NA	NA	\$175k obligated 5/20/05 Awarded into Grant 6/30/05	G
14	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes							
	CMAQ		\$89	CON	04/05	Drawdown FTA Grant	NA	NA	\$89k obligated 4/28/05 Awarded into Grant 6/30/05	G
15	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)							
	STP		\$158	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
16	ALA050024	Livermore	South Vasco Rd Rehab							
	STP		\$300	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
17	ALA010021	Oakland	City of Oakland Street Resurfacing Program							
	STP		\$825	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
18	ALA050023	Oakland	Rehab on Various Sts							
	STP		\$499	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06	Y
	STP		\$1,074	CON	06/07	Sub Req for Auth	4/1/07	G		G

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
19	ALA050028	Oakland	Chinatown Ped Imps					
	CMAQ	\$1,282	CON	05/06	Sub Req for Auth	4/1/06	R	Reminder sent 3/22/06
	CMAQ	\$267	ENV	04/05	Liquidate Funds	6/30/09	G	PSA executed 6/21/05
	CMAQ	\$651	CON	06/07	Sub Req for Auth	4/1/07	G	
20	ALA050039	Oakland	MacArthur Transit Hub Improvement Project					
	CMAQ	\$200	PE	05/06	Obligate Funds	6/30/06	Y	Req Submit'd 3/15/06
	CMAQ	\$681	CON	06/07	Sub ENV package	6/30/06	NA	
					Sub Req for Auth	4/1/07	G	
21	ALA050026	San Leandro	Washington Ave Rehab					
	STP	\$445	CON	05/06	Obligate Funds	6/30/06	Y	Req Submit'd 2/16/06
	STP	\$30	PSE	04/05	Liquidate Funds	6/30/09	G	PSA executed 5/17/05
22	ALA050055	San Leandro	Floresta Blvd Street Rehab					
	STP	\$185	CON	05/06	Obligate Funds	6/30/06	Y	Req Submit'd 2/16/06
23	ALA990015	Union City	UC Intermodal Station					
	CMAQ	\$1,124	CON	05/06	Sub Req for Auth	4/1/06	R	TLC \$ -in process of transferring to FTA Reminder sent 3/22/06





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*April 4, 2006  
Agenda Item 4.3*

**Date:** March 27, 2006  
**To:** ACTAC  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** Review of Scope and Outline for Traffic Impact/Mitigation Fee Feasibility Study

**Discussion**

The Committee is requested to review the attached draft outline and scope for the Traffic Impact/Mitigation Fee Feasibility Study and provide input on whether any changes should be made. A draft survey of local development impact fees for the County jurisdictions is also attached for review by the Committee. MTC requested CMA to reinvestigate the Traffic Impact/Mitigation fee as part of the Transportation and Land Use Program (T Plus) work scope. The study is an update of CMA's 1996 Areawide Traffic Impact Mitigation Fee Feasibility Study.

The 1996 study included a survey of local impact fees throughout Alameda County and neighboring counties and an analysis of the costs and benefits of implementing an areawide fee in Alameda County. Based on the conclusions of the previous study, the CMA Board recommended in April 1996 that such a fee would not be feasible because it would not generate as much income, nor be as flexible, nor as stable as sales and gas taxes. Funds from traffic impact mitigation fees generated from new development would not have been flexible because they could not be used for operations nor maintenance purposes. The stability of the revenue from the fee would also fluctuate with the economy, which in 1996, was recovering from a recession. At that time, built out communities, such as those in the North County, were not encouraging redevelopment that would have generated such fees. Furthermore, the local jurisdictions expressed an interest to maintain fees at the local level.

The current study would reinvestigate the feasibility of an areawide traffic impact fee based on an update of potential revenue and costs and considerations about today's economic conditions. The study would recognize that since the Tri-Valley has already established a regional transportation fee, it would not be expected to be considered for an additional areawide fee. To initiate the study, CMA staff will submit surveys to ACTAC requesting development fee information.

The current draft scope is based on the previous scope of work. New considerations since 1996 include new development fees that have been established and changes in the economy.



**Alameda County Congestion Management Agency  
Traffic Impact/Mitigation Fee**

***DRAFT Scope of Work: Traffic Impact/Mitigation Fee Study, Alameda County***

**Task 1. Review Available Data including Survey of Existing Local Impact Fees**

April 2006

Develop and distribute a survey of impact fees charged by local agencies on new development. Send the survey to local agencies in Alameda County. Review the survey results.

Deliverable: Memo summarizing results of surveys.

**Task 2. Conduct Areawide Traffic Impact Mitigation Fee Research**

May-June 2006

Conduct research to identify the opportunities, constraints, advantages, disadvantages and feasibility of areawide traffic impact mitigation fees. This will include telephone contacts with key people implementing impact mitigation fees on an areawide (multi-jurisdictional) basis. Address issues in Attachment B.

Deliverable: Memo summarizing results of research.

**Task 3. Prepare Issue Paper**

August 2006

Prepare a draft and final version of a feasibility study issue paper. The paper will address all of the issues in Attachment B.

Deliverable: Feasibility study issue paper.

**Task 4. Prepare Draft and Final Reports**

September 2006

Prepare a draft and final report to ACTAC and the CMA Board to highlight the study findings and recommendations.

Deliverables:

Draft Report with recommendations to CMA Board.

Final Report with recommendations to CMA Board for acceptance.

## D R A F T

### TRAFFIC IMPACT MITIGATION FEE STUDY ISSUES

Objective: To identify advantages, disadvantages, opportunities and constraints of subregional traffic mitigation fee programs to ACTAC and the CMA Board.

<p>How Much Revenue?</p> <p>Compare with our Unfunded Needs</p> <p>Case Studies</p>	<p><b><i>Benefits</i></b></p> <p>How much revenue could be expected in 20 years? What level of annual revenue stream could be expected (number of building permits per year)? How does the revenue estimate compare with other revenue sources such as an extension of Measure B and Klehs bill (vehicle registration fee)?</p> <p>How does this compare with unfunded needs from our Countywide Transportation Plan? Which projects would qualify (meet nexus tests)?</p> <p>Case Studies: What other examples can we learn from (e.g., Contra Costa County)?</p>
<p>Qualifying Types of Projects</p> <p>Use of Funds</p> <p>Matching Funds</p> <p>Time Limits</p>	<p><b><i>Constraints</i></b></p> <p>Nexus relationship (to show benefits accruing to those who pay in proportion to the magnitude of the impact they create) significantly restrict program aspect such as type of project, location of projects, and funding arrangements. For example, mitigation fees cannot be used to fix existing problems.</p> <p>Consider a countywide and a planning area focus. Consider whether funds generated in one planning area would be used for improvements in other planning areas. Consider areas that already have a subregional fee.</p> <p>Limited federal and state funds would be sought to match mitigation fee funds to cover the proportional cost contributed by existing traffic. Federal and state funds would also be sought to pay for proportional cost of interregional traffic. Because state law requires a nexus relationship be charge to pay for the proportion contributed by existing or interregional traffic.</p> <p>State law requires that funds collected through mitigation fees be programmed for specific transportation improvements with five years of collection. Which Tier 1 projects would qualify?</p>

TRAFFIC  
IMPACT  
MITIGATION  
FEE STUDY  
ISSUES  
(continued)

Priorities

***Policy Issues***

Should priority be give to transportation improvements with significant “local” contribution (mitigation fee funding) when competing for limited state and federal funds? This could provide an incentive to local agencies to institute subregional mitigation fees. On the other hand, this could promote projects based on an “ability to pay” rather than implementing the best public projects.

Local Agency  
Response

Would some local agencies reduce their current local traffic mitigation fee commensurately to gain public support for approving subregional traffic mitigation fees? What are the advantages and disadvantages of this potential policy outcome?

Study Costs

What are the estimated costs and timelines to pursue the study further? How much of an increase in CMA dues would local agencies be charged? Should the Board proceed with further studies or not?

***Fatal Flaws***

What are they?

Is the additional economic burden that would be created by adding new transportation impact fees to existing fee structures such that it would harm the local economy. Would the additional fee become the final “straw” that causes some development to not pencil out?

***Other***

Analyze results from survey of jurisdictions’ existing fees.

**D R A F T**  
**ACTAC AREAWIDE TRAFFIC IMPACT MITIGATION FEE SURVEY**

Jurisdiction: \_\_\_\_\_

CMA Planning Area: \_\_\_\_\_

Contact Person(s): \_\_\_\_\_

Phone: \_\_\_\_\_

*Note: The CMA wishes to investigate the feasibility of an impact fee program and considers this survey as a fact-finding tool. Adoption of an impact fee program is not implied by this survey. All responses will remain confidential. All responses should assume that a reasonable relationship ("nexus") can be drawn between projects funded by fees and the impacts of new development paying the fee.*

**I. Project Selection:** Please answer the following questions in terms of the types of projects that would generate the greatest support from your staff for funding with an areawide fee.

*G=Greatest support (mark one only) / S=Support (mark all that apply) / N=No Support (mark all that apply)*

A. What type of projects (by size of facility) would generate greater support, assuming that without the fee the selected projects would be postponed or never completed?

1. Larger projects with major regional significance (freeways, BART, etc.) \_\_\_\_\_
2. Smaller projects with primarily a local focus, but that also would improve the regional system (major arterials, connectivity between jurisdictions, routes parallel to freeways, etc.) \_\_\_\_\_
3. Both (1) and (2). \_\_\_\_\_
4. Other (describe): \_\_\_\_\_

B. Are there projects (by mode) that would generate greater support than others?

1. Road capacity improvements \_\_\_\_\_
2. Roadway operations improvements (signalization, ramp metering, etc.) \_\_\_\_\_
3. Transit improvements \_\_\_\_\_
4. Bicycle and pedestrian improvements \_\_\_\_\_
5. Other (describe): \_\_\_\_\_

**II. Countywide Versus Planning Area Approach:** Please answer the following questions in terms of the fee structure that would generate greater support among your staff.

*G = Greatest support (mark one only) / S= Support (mark all that apply) / N=No Support (mark all that apply)*

A. Should all planning areas adopt the same fee at the same amount?

1. Countywide fee that is the same across all planning areas \_\_\_\_\_
2. Planning area fee that may vary by area, may not be adopted in some areas \_\_\_\_\_
3. Other (describe): \_\_\_\_\_

B. How should fee revenue be allocated if a common countywide fee is adopted?

1. Allocate revenue based on county priorities as determined by CMA Board
2. Allocate revenue back to planning area of origin but allow funds to be borrowed/lent among other planning areas to fund certain projects sooner than others

3. Allocate revenue back to planning area of origin and don't allow funds  
To be borrowed/lent among planning areas \_\_\_\_\_
4. Other (describe): \_\_\_\_\_

**III. Acceptable Fee Level:** Please answer the following questions in terms of the fee amount that would be acceptable from the perspective of your overall impact fee program.

*A = Acceptable / N = Not Acceptable*

**A. Limit residential fee to less than**

1. \$500 per housing unit \_\_\_\_\_
2. \$1,000 per housing unit \_\_\_\_\_
3. \$2,500 per housing unit \_\_\_\_\_
4. \$ \_\_\_\_\_ per housing unit \_\_\_\_\_

**B. Limit commercial/industrial fee to less than**

1. \$0.50 per building square foot \_\_\_\_\_
2. \$1.00 per building square foot \_\_\_\_\_
3. \$2.50 per building square foot \_\_\_\_\_
4. \$ \_\_\_\_\_ per building square foot \_\_\_\_\_

**IV. Advantages and Disadvantages of Fee:** Please identify the significance of advantages and disadvantages from your staff's perspective when considering adoption of an areawide fee.

*V = very significant / S = significant / N = not significant*

**A. How significant are the following advantages to an areawide fee?**

1. Complete projects that otherwise would be postponed or never completed \_\_\_\_\_
2. Complete projects that would avoid deficiencies on the CMP network \_\_\_\_\_
3. CEQA compliance: fund projects to mitigate new development impacts \_\_\_\_\_
4. Economic development: fund projects to attract new development \_\_\_\_\_
5. Other (describe): \_\_\_\_\_

**B. How significant are the following disadvantages to an areawide fee?**

1. Constrains job growth by shifting development to other jurisdictions \_\_\_\_\_
2. Constrains housing growth by shifting development to other jurisdictions \_\_\_\_\_
3. Reduces housing affordability \_\_\_\_\_
4. Reduces ability to increase fees for other types of public facilities \_\_\_\_\_
5. Fee revenue insufficient to generate enough funds to either fully fund a project or the local match without another funding source to make up the deficit (e.g., gas tax, sales tax) \_\_\_\_\_
6. Other (describe): \_\_\_\_\_

**PLEASE COMPLETE AND RETURN SURVEY BY**

Return survey to: Diane Stark, Sr. Transportation Planner, ACCMA, 1333 Broadway, Suite 220, Oakland, CA 94612

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Questions:



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*April 4, 2006  
Agenda Item 4.5*

**Date:** March 27, 2006  
**To:** ACTAC  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** Transit Oriented Development Quarterly Report

**Discussion**

The Committee is requested to review the attached draft Transit Oriented Development (TOD) Quarterly Fund Monitoring Report and status of TOD projects. The report provides project and funding status of eight Transit Oriented Development projects identified in the Countywide Transportation Plan: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, and Warm Springs.

The TOD Fund Monitoring Program was approved by the CMA Board in September 2005 to provide assistance to TOD project sponsors in monitoring fund requirements. The program provides a system to assist project sponsors in monitoring required activities related to the programming, allocation and expenditure of transportation funding at TOD sites. It provides Quarterly Fund Monitoring Reports to the project sponsors and the CMA Board.

The attached, draft first TOD Transportation Fund Monitoring Report is intended to assist project sponsors by highlighting timely use of funds provisions and other required activities related to funds that have been programmed. For the purposes of this report, funds are considered programmed if they are included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is limited to programmed funds and is based on information provided by the sponsors and funding agencies such as the CMA, MTC, Caltrans and the CTC.

The month following ACTAC's review, the Quarterly report will be presented to the Plans and Programs Committee and the Board. Quarterly updates of fund and project status will continue to be provided to the Board for one year, at which time the TOD Fund Monitoring Program will be evaluated.

**Project Status**

In addition to the funding status of the eight TOD sites in the Countywide Transportation Plan, following is a status of the delivery of the TOD projects.

Ashby/Ed Roberts Campus: The City of Berkeley approved Use Permits and CEQA. Schematic design drawings are 100% complete and design development drawings are 50% complete. Project funding is 64% complete. The CMA Board approved \$1.2 million of Transportation for Livable Communities funds for the accessible elevator and pedestrian concourse plaza. Construction is anticipated in spring 2007, with an opening date projected in 2008.

Coliseum: The project is in the project development stage. The City signed an 18 month Exclusive Negotiating Agreement with OEDC, the local non-profit developers for the project. OEDC has also signed an MOU with a major developer partner and are working on submitting their financials and other project deliverables for the City of Oakland's review. The next steps will be to complete the CEQA environmental document. The Coliseum Transit Hub Streetscape Improvement Project has commenced and is expected to be complete by Spring 2006. Scheduled improvements include new landscaped center medians with palm trees, decorative pedestrian street lights, banners, new stamped concrete pedestrian crossings, new bus shelters, new signalized intersections.

MacArthur: CEQA and NEPA have begun for the 800 unit project on 7 acres. A Categorical Exemption (NEPA requirements) has been initiated for the 40<sup>th</sup> Streetscape improvements, for which the CMA Board approved TLC funds. Engineering and construction documents for the project will be completed in FY 2007-08. Construction of the 40<sup>th</sup> Street improvements are planned in 2007 and for the Transit Village in FY 2008-09.

Dublin/Pleasanton: The design is 90% complete. The final construction contract will be complete and utility relocation will begin in May 2006. The construction of the garage will begin this summer.

San Leandro: The Existing Conditions section of the Station Area Plan, funded by MTC, is complete. A market analysis will be initiated in April 2006.

Union City: The Union City Passenger Rail EIR was certified in February 2006. The construction drawings for BART Station Phase I are 60% complete. Site work for the construction of a new BART access road, the Decoto Connector, will begin summer 2006. BART site improvements are planned to begin in late 2006. The reconstruction of the west side of the BART station will begin in mid-2007. The construction of Phase I is moving forward. The Draft EIR for the six-acre, 450-unit (75 units per acre) Avalon Bay development, which comprises approximately one-third of the new units at the Union City Transit Oriented Development, is being circulated, with project review scheduled for May 2006.

Warm Springs: The existing conditions document is complete and Specific Plan is in progress as the land use project is being defined.



## Programmed Funds Monitored by Alameda County CMA

Index	Sponsor Fund Source	Project Title Program	Phase	FY	Prog'd Amt (\$ x 000)	Required Activity	Date Req'd
1	BART CMATIP	Dublin/Pleasanton BART Station Area TOD	Con	2006	\$ 3,675	Execute Fund Transfer Agreement (Note 1)	
2	BART	Warm Springs Station (Future) Area TOD				No funds being monitored by the CMA at this time	
3	Berkeley	Ed Roberts Campus - Ashby BART Station Area TOD					
	SAFETEA-LU	Earmark	Con	2006	\$ 2,500	Submit Request for Authorization (BART)	
	2006 STIP	TE	Con		\$ 1,200	Amend into 2006 STIP (Note 2)	
	FTA	Earmark	Con	2006	\$ 300	Agreement with BART (Note 3)	
4	Oakland	Oakland Coliseum BART Station Area TOD					
	CMATIP		Design	2006	\$ 500	Execute Fund Transfer Agreement (Note 1)	
	2006 STIP	TE	Planning	2008-9	\$ 885	Amend into 2006 STIP (Note 2)	
	FTA		Con	2006-7	\$ 600	Agreement with AC Transit (Note 3)	
5	Oakland	West Oakland BART Station Area TOD					
	2006 STIP	TE			\$ 1,300	Amend into 2006 STIP (Note 2)	
6	Oakland	MacArthur BART Station Area TOD					
	CMATIP		PE	04/05	\$ 500	Submit Quarterly Reports	4/15/06
	CMAQ		PE	05/06	\$ 200	Submit Request for Authorization	4/1/06
	CMAQ		Con	06/07	\$ 681	Submit Env. Package	6/30/06
						Submit Request for Authorization	4/1/07
	2006 STIP	TE			\$ 1,147	Amend into 2006 STIP (Note 2)	
7	San Leandro	San Leandro BART TOD					
		No funds being monitored by the CMA at this time					

## Programmed Funds Monitored by Alameda County CMA

Index	Sponsor Fund Source	Project Title Program	Phase	FY	Prog'd Amt (\$ x 000)	Required Activity	Date Req'd
8	Union City	Union City Intermodal Station Area TOD					
	CMAQ	TLC	Con	05/06	\$ 1,124	Submit Req. for Authorization	4/1/06
	STIP	TE	Con	05/06	\$ 5,307	Allocate Funds	12/31/06
	STIP	RIP	Con	05/06	\$ 720	Allocate Funds	12/31/06
	STIP	PTA Eligible	Con	06/07	\$ 7,787	Allocate Funds	6/30/07
	TCRP		Con		\$ 1,880		
	5309	Bus	Con	06/07	\$ 809		
	2006 STIP	TE			\$ 2,000	Amend into 2006 STIP (Note 2)	
<b>Notes:</b> 1 CMATIP Fund Transfer Agreements must be executed prior to any reimbursements being approved. 2 2006 STIP TE funds are being adopted into the 2006 STIP as a County Reserve. Individual projects will have to be amended in prior to allocation. 3 FTA funds are reimbursed through FTA grants. Sponsors must be an eligible transit agency or have an agreement with an eligible transit agency to receive funds.							



William J. McCammon, Fire Chief

# Alameda County Fire Department

*Proudly serving the Unincorporated Area of Alameda County  
and the communities of San Leandro, Dublin and the  
Lawrence Berkeley National Laboratory.*

**AGENDA** \_\_ December 13, 2005

## ADMINISTRATION

835 E. 14th Street, Suite 200  
San Leandro, CA 94577  
(510) 618-3490  
(510) 618-3445 Fax

## EMS DIVISION

1426 164th Avenue  
San Leandro, CA 94578  
(510) 618-3485  
(510) 276-5915 Fax

## TRAINING DIVISION

1426 164th Avenue  
San Leandro, CA 94578  
(510) 618-3485  
(510) 276-5915 Fax

## FIRE PREVENTION OFFICES

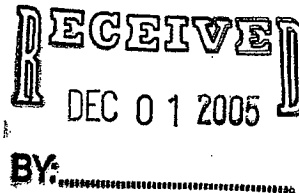
ALAMEDA COUNTY  
224 W. Winton Avenue  
Hayward, CA 94544  
(510) 670-5853  
(510) 582-4347 Fax

CITY OF SAN LEANDRO  
835 E. 14th Street, Suite 200  
San Leandro, CA 94577  
(510) 618-3490  
(510) 618-3445 Fax

CITY OF DUBLIN  
100 Civic Plaza  
Dublin, CA 94568  
(925) 833-6606  
(925) 833-6628 Fax

November 29, 2005

Honorable Board of Supervisors  
Administration Building  
Oakland, CA 94612



Dear Board Members:

**Subject: Acceptance of U.S. Department of Homeland Security  
2005 Assistance to Firefighters Grant Award of \$612,000  
and Authorization to Enter into an Agreement with the  
Alameda County Congestion Management Agency for  
Grant Administration; and Technical 2005-06 Budget  
Adjustments**

Dear Board Members:

## **RECOMMENDATIONS:**

**Sitting as the Governing Board of the Alameda County Fire Department  
(ACFD):**

1. **Accept the U.S. Department of Homeland Security 2005 Assistance to Firefighters Grant Award of \$612,000;**
2. **Approve and authorize the Fire Chief to negotiate and sign a partnership Agreement with the Alameda County Congestion Management Agency (CMA), Dennis R. Fay, Executive Director, for assistance with grant administration and implementation; and**
3. **Authorize the County Auditor-Controller to increase appropriations in Fund 21602, Organization 280111, Account 610261 Professional & Specialized Services in the amount of \$612,000 with an offsetting revenue increase to Account 458900 Miscellaneous Federal Aid.**

**SUMMARY:**

The Fire Department has been awarded a grant of \$612,000 from the U.S. Department of Homeland Security, 2005 Assistance to Firefighters Program which will allow ACFD, its contract jurisdictions of the cities of Dublin, San Leandro and the Lawrence Berkeley Laboratory, as well as the other member jurisdictions of the Dispatch System, the cities of Alameda, Union City, and Fremont, Camp Parks Reserve Training Facility Fire Department, and the Lawrence Livermore Laboratory Fire Department, to continue with efforts to link all command and first-line emergency apparatus to each other and into the Alameda County Regional Emergency Communications Dispatch Center.

The Department previously received an award from the Alameda County Congestion Management Agency under its Incident Management Project to equip 9 engines at stations in San Leandro with this new technology. The new grant will make it possible to build upon the current regional fire dispatching system by moving to the next level and allow for tracking and coordination of responses by all units in the system, especially during a major fire or emergency incident.

In light of the Fire Department's limited financial resources and the CMA's previous experience with this type of new technology, a partnership agreement between the two agencies is being recommended that will allow Alameda County as a whole to maximize the potential benefits of this grant award.

**DISCUSSION:**

This grant will fund implementation of a wireless network system that the agency will use to dispatch real-time information to engines responding to an emergency. The system will track each engine and transfer data between the vehicles and the dispatch center; in addition, it will keep extensive mapping and premise information on each fire engine computer system that will give a responding unit information on occupancy drawings, hazardous materials storage plans, street closures, hydrant locations and other vital information.

If authorized by the Board of Supervisors, the Fire Department and the Congestion Management Agency will negotiate a partnership agreement whereby the CMA would assume a lead role for all of the implementation and operational aspects of the grant among the various fire jurisdictions.

November 29, 2005

The Fire Department will consult with County Counsel as part of the agreement development process.

This proposal is to be presented to the Congestion Management Agency Board of Directors for consideration at their January 2006 meeting.

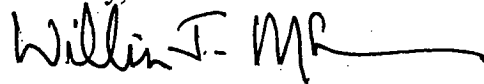
The Alameda County Fire Department, acting in its capacity as regional host agency, is proud to have received one of the largest grant awards from the Homeland Security Department during its latest round of funding. All of the communities and residents served by ACFD, member fire jurisdictions and the CMA will benefit as this new system comes on line over the next several months.

**FINANCIAL:**

There is no net County cost associated with acceptance of this federal grant award. The County Fire Department, its member Dispatch jurisdictions and the Alameda County Congestion Management Agency will jointly explore available financing options in order to meet the required 20% local match in the amount of \$153,129.

The 2005-06 Final County Budget for the Fire Department will be adjusted to reflect an increase appropriations in Fund 21602, Organization 280111, Account 610261 Professional & Specialized Services in the amount of \$612,000 with an offsetting revenue increase to Account 458900 Miscellaneous Federal Aid.

Sincerely,



William J. McCammon  
Fire Chief

Attachments

WJMDG:dg

C: Susan Muranishi, County Administrator  
Richard Winnie, County Counsel  
Pat O'Connell, Auditor-Controller  
Dennis Fay, Congestion Management Agency

G:\admin\fin\2005\BOS Ltr Purchio Grant-CMA



U.S. Department of Homeland Security  
Office for Domestic Preparedness  
Washington, D.C. 20531

Mr. James Purchio  
Alameda County Fire Department  
835 East 14th. St  
San Leandro, California 94577-3767

Re: Grant No.EMW-2005-FG-06261

Dear Mr. Purchio:

Congratulations, on behalf of Office of State and Local Government Coordination and Preparedness, in collaboration with the U.S. Fire Administration at the Federal Emergency Management Agency. Your grant application submitted under the FY 2005 Assistance to Firefighters Grant has been approved. The approved project costs amount to \$765,645.00. The Federal share is \$612,516.00 of the approved amount and your share of the costs is \$153,129.00.

As part of your award package, you will find Grant Agreement Articles. Please make sure you read and understand the Articles as they outline the terms and conditions of your Grant award. Maintain a copy of these documents for your official file. **You establish acceptance of the Grant and Grant Agreement Articles when you request and receive any of the Federal Grant funds awarded to you.**

The first step in requesting your grant funds is to confirm your correct Direct Deposit Information. Please go on-line to the AFG eGrants system at [www.firegrantsupport.com](http://www.firegrantsupport.com) and if you have not done so, complete and submit your SF 1199A, Direct Deposit Sign-up Form. Please forward the original, completed SF 1199A, Direct Deposit Sign-up Form, signed by your organization and the banking institution to the address below:

Department of Homeland Security  
Emergency Preparedness and Response Directorate (FEMA)  
Grants Management Branch  
500 C Street, SW, Room 334  
Washington, DC 20472

Attn: Assistance to Firefighters Grant Program

After your SF 1199A is reviewed and you receive an email indicating the form is approved, you will be able to request payments online. Remember, you should basically request funds when you have an immediate cash need (i.e. you have a bill in-hand that is due within 30 days). If you have any questions or concerns regarding the process to request your grant funds, please call 1-877-510-6762.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Mayer".

Matt A. Mayer  
Acting Executive Director  
Office of State and Local Government  
Coordination and Preparedness

## FINANCIAL RECOMMENDATION

AGENDA DATE

12/13/2005

Subject of Board Letter:

Acceptance of Firefighter Grant Award and Related Budget Adjustments

BY:

2005-06

FUND:

21602

The use of Designations, as follows:

NAME OF DESIGNATION	ORG	AMOUNT

The increase (decrease) in anticipated revenue, as follows:

Informational				
ORG	ACCT	PROC	PROJ/GR	AMOUNT
280111	458900	00000		\$612,000
ORG TOTAL				\$612,000

Informational				
ORG	ACCT	PROC	PROJ/GR	AMOUNT
ORG TOTAL				\$0

GRAND TOTAL ANTICIPATED REVENUE \$612,000

The increase (decrease) in appropriations, as follows:

Informational				
ORG	ACCT	PROC	PROJ/GR	AMOUNT
280111	610261	00000		\$612,000
ORG TOTAL				\$612,000

Informational				
ORG	ACCT	PROC	PROJ/GR	AMOUNT
ORG TOTAL				\$0

GRAND TOTAL APPROPRIATION \$612,000

# BUDGET ADJUSTMENT TRACKING FORM

Budget Year: 2005-06

Agenda Date: 12/13/2005

Department Name: COUNTY FIRE  
Organization Number: 280111

Contact Person: DON GRAFF  
Telephone #: X53429

Subject of Board Letter: Acceptance of Firefighter Grant Award and Related Budget Adjustments

## SECTION I

			Current Year	Subsequent Year
			Budget Adjustment	Budget Adjustment
Appropriation (Increase/Decrease)			Amount	Amount
Salaries & Benefits				-
Disc Services & Supplies		610261	612,000	-
Non-Disc Services & Supplies	Account:			
Other Charges				
Fixed Assets				
Intra Fund Transfers (Increase)/Decrease				
Other Financing Uses				
Net Appropriation			\$ 612,000	\$ -
Revenue Increase/(Decrease)	Account:	458900	612,000	
	Account:			
	Account:			
	Account:			
Net Revenue			612,000	-
Net County Cost Increase/(Decrease)			\$ -	\$ -

## SECTION II

If the budget adjustment results in a change in credit for interdepartmental services rendered (IFT), indicate the organization budget(s) being charged and the amount.

			Current Year	Subsequent Year
Budget Unit			Amount Inc/(Dec)	Amount Inc/(Dec)
Total			\$ -	\$ -

## SECTION III

If the budget adjustment results in changes to positions and/or pay units (monthly, hourly, daily), indicate the changes below:

	Current Year	Subsequent Year		Current Year	Subsequent Year
Control Number			Control Number		
Item Number			Item Number		
Classification			Classification		
Cost Center			Cost Center		
Number of Positions			Number of Positions		
Pay Units			Pay Units		
Salary & Benefits Estimate			Salary & Benefits Estimate		

	Current Year	Subsequent Year		Current Year	Subsequent Year
Control Number			Control Number		
Item Number			Item Number		
Classification			Classification		
Cost Center			Cost Center		
Number of Positions			Number of Positions		
Pay Units			Pay Units		
Salary & Benefits Estimate			Salary & Benefits Estimate		

Comments:



# Reasons for Congestion

